

**SECRET**GERMAN ECONOMIC REPORT OF OCCUPIED FRANCEDURING 1 JUNE 1944 - 15 JULY 1944General Status of the French Economy (June 1944)

Transportation difficulties paralyzed the entire French economy. The situation was greatly influenced by the invasion and its preparations. Throughout France a large number of acts of sabotage took place.

The invasion greatly affected the food supply and agriculture. The failure to produce in Manche, Calvados, and adjacent departements aggravated the already insufficient supply of fat. Agricultural production suffered because of the overall military development. Farmers, whose land was situated in the front-line regions, neglected to work in the open fields because they were afraid of air attacks. Agriculture generally suffered also because farmers were mobilized for defense work.

Altogether in 1944 about 40,000 French workers were brought to the Reich. Compulsory measures had to be taken to make the workers go to the Reich. Workers were taken who had been left without homes, jobs, and food, due to enemy action.

Whereas in certain fields of production price decreases were in evidence, in other fields price increases obtained because of the transportation situation. Black market prices, however, for all agricultural products rose in urban areas not close to farmland. In agricultural areas, however, the prices of farm products decreased perceptibly; vegetables and fruit, butter, and meat sold at the official prices in the open market and even for less.

Various Fields of the Economy

Since the invasion, railroad traffic to the west and north of Paris and Lille stopped almost completely. In addition, traffic of military goods from and to all railroad stations of the Brussels, Nancy, Paris-East and Paris-South, Lyon, and Bordeaux Districts to

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the Reich was discontinued by military order. Only one train left Paris to the Reich and returned daily during the period under report.

During June, 109 locomotives were inoperative because of track destruction, 235 were destroyed by sabotage, 200 by aircraft armament, and 122 by bombs.

Inland water traffic practically came to a standstill since 25 May 1944 (Seine, Oise, St. Quentin Canal, Northern France-Belgium, especially) because of enemy action and sabotage. Water transportation to the Reich was also seriously impaired. The Canal at Vitry-le-Francois was especially damaged by the bombing attack on 29 June 1944. Repairs will take two months.

Transport of coal from Germany was incomplete. Only 12 to 14 coal trains arrived from Lorraine, instead of the 20 which were to be provided. This further aggravated the poor coal supplies, particularly affecting the railroad service and the production of electric power. Especially important shipments of wolfram could be obtained from Poitiers and brought to Germany. By a special operation known as the "Westwind" empty car movement, 700 of these empty cars were loaded in the Paris district alone during the last 14 days of the reported period and were sent to Germany. Since the transport of rolling mill products from Meurthe-et-Moselle to inner France is no longer possible, production had to be referred to Germany. For this purpose, trains of the Saarbrücken railroad were put in service and brought across the border.

The shipment of ore from Normandy and Brittany was completely disrupted because of enemy action on the tracks and waterways. The transport of bauxite, which was pretty good up to the end of May, was somewhat hampered in June because of the great difficulties in the Rhone valley. The stocks rose to 215,000 tons, although the Reich required 100,000 tons, instead of the 80,000 which were sent. This figure cannot be reached at present because the influx of empty cars from Italy suffered continuous disturbances at the Italian-French crossings.

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During the last 14 days of the report, within the scope of the "Westwind operation," 4,000 tons of sodium bicarbonate and caustic soda were shipped.

The shipment of colophony in the Bordeaux district, which went well during the previous month, practically stopped entirely in June.

Particular difficulties in the area east of the Rhene hampered important transports of chlorine for the waterworks and of calcium carbide for the welding shops of sulphuric acid and other chemicals for war industry. On the other hand, sea salt for the manufacture of chlorine could be obtained in adequate amounts via waterways.

The shipment of low-phosphate Spanish ore decreased, so that in June, only about 30,000 tons were transported. In June, about 15,000 tons arrived in Bordeaux from Bilbao. Two trains carrying Spanish ore went directly to Mannheim.

Rail transport carried only about 33 1/3 % of the wheat requirement of Paris, about 50% of the wheat requirement for southern France, about 66 2/3% of the milk requirement for Paris, and almost 100% for other dairy products. About 50% of the meat requirement for Germany was met; about 80% and more for the civilian population of Paris. About 20% of the military vegetable requirement was met and about 50% of the civilian requirement.

According to an official announcement, during June 6,137 carloads of food supplies for Paris arrived, as compared with the monthly average of 30,000 carloads during 1943. Added to these carloads were wheat transports by highway and waterway of approximately 1,000 tons daily, as compared with a 1,500 ton daily requirement.

## Developments in the Industrial Economy

The daily average output of coal in the old occupied territory amounted to only 5,000 tons, instead of the required 7,800 tons; in the newly occupied territory, it amounted to only 19,000 tons, instead

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of the required 32,000 tons (shortage of pit props, terrorist activities, and short strikes.)

The railroad section between Paris and northern France was accessible for coal transportation to a very small extent only at the end of the month. The sections between northern and western France were likewise disrupted. The sections from Paris and Central and Southern France are still operable, despite several disruptions. To date, connections between Saar and Lorraine and the Paris district are still open. The 20 trains provided daily from Germany, which were supposed to compensate for the shortage of French trains, were engaged as military transports to such an extent that they did not serve their purpose.

The gas works at the end of June had a reserve of 24,000 tons of coal, the daily consumption of which was about 2,300 tons. The stock of the power plants went down to 24,500 tons, of which the daily consumption was 2,300 tons. Industry and households received practically nothing. A total of 19,000 tons of coal were allotted, to meet the cooking requirements of the bakeries, food industries, laundries, and water works. By strict rationing of the coal still available in Paris (daily requirement about 2,000 tons, daily supply around 500 tons), the normal power supply in Paris could be guaranteed for about 14 days.

Of the 5 mines in Normandy, 3 (Soumont, May s/Orne and St. Remy) are located in the fighting area. After the destruction of the Caen power plant, the mines were flooded, since the water pumps could not be operated any longer. The two mines, La Fefriere and Halouze, in the Orne Departement, which are about 60 kilometers south of Caen, were also cut off from all power supply and the lower levels were flooded.

The Baburet mine, 40 kilometers <sup>s</sup>outh of Pau in southern France, has been taken over by terrorists.

From 1 - 20 June, 7,876 tons of potassium salts were sent from Alsace to France via waterway. Because the phosphate mine of Cie. Guanos Francaise in Brevand-Carantan (Manche), which has an average monthly output

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of 200 tons, is located in the fighting zone, its output is not accessible.

The June quota for mineral oil was set at about 20-30% less than the May quota.

Approximately 14,000 cubic meters of carburator fuel and 3,700 cubic meters of diesel fuel were secured for the Wehrmacht because of the invasion, of which 2,000 tons of carburator fuel and 2,000 tons of diesel fuel were released for industrial requirements in July. During the period under discussion, approximately 1,800 tons of fuel and 1,500 tons of lubricating oils were destroyed by bombs and terrorist action.

The 220 kilovolt Ambo-Crenay power line was disrupted in June for 4 days by sabotage and for 2 additional days by operational disturbances. A 220 kilovolt Landres-Aubange power line is being constructed to increase the power supply to Paris. It will be in operation by the end of July. The completion of the missing power line section Maubeuge-Valanviennes will also help to improve the power supply to Paris. Supply of power to eastern France during this period was adequate.

The status of the gas works became significantly worse than in the previous month because of the decreasing coal supply. Coal consumption for the first 21 days in June amounted to 55,231 tons (14,755 tons for Paris). At present, a total of about 200 gas works are inoperative. The increasing tension of the coal situation in Paris can be seen in the following figures: coal deliveries, 47,479 tons; coal consumption, 62,924 tons. Gas restrictions for Paris: from 10 June, supply period cut to 4 hours instead of 4 1/2 hours daily; from 19 June, to 3 hours; from 28 June, to 1 3/4 hours. Further restrictions are anticipated. Gas delivery for Paris, including Banlieu, in June amounted to 51,544,500 cubic meters, as compared to 55,816,400 in the previous month, and 76,815,400 cubic meters in June 1943.

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The cities of Nantes and Chartres have no normal water supply and emergency water supplies are brought by water transport. The water distributed in Nantes is not potable because chlorine for water purification is not available.

Crude iron and steel production decreased to about 40% and the production of rolling mill products to 37% of the monthly average figure for 1943. This decline in production was caused by transportation difficulty, since the coal reserves, especially those in the Lille Basin, could not be shipped.

The production of alumina from about 10 June has been reduced by 50% by the lack of coal, so that the July production will amount only to 5,000 tons. The alumina shipment situation to Germany is extremely bad; about 7,000 tons of aluminum and 300 - 400 tons of magnesium are piled up due to terrorist activities in the Alps and Pyrenees.

No more than 5,000 tons of copper of the proposed 25,000 tons of copper can be anticipated at present.

Most of the foundries in the northern zone and many of them in the southern zone are inoperative or work only to a very small extent because of a lack of raw material, fuel, crude iron, and power.

Machine tool production could be carried out only to a very limited extent to meet the most urgent needs. The Singer firm in Bonnières was completely destroyed by bombing.

Except for individual fields, chemical production during the last quarter decreased on an average to at least 50% of the normal production of 1943. In the invasion zone, the loss of production of the nitrogen works, sulfuric acid industry, and the Oissel Francolor plant in Rouen<sup>as</sup> well as the plant in Le Havre greatly impaired the overall picture. The plants in the Paris district practically came to a standstill (completely insufficient supply of coal and coke and impossibility of procuring raw and auxiliary materials.)

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Only 100 tons of the 500 tons per month of chlorine anticipated could be delivered to the Reich in May. No deliveries to Germany took place at all during June because tank cars were not available to the plants. The nitrogen amounted to about 80 per cent of normal production. A steady normal supply of sulphuric acid to the principal consumers was impossible. Even the supply of battery acid for the fighting troops, especially in the Paris district and the Northern regions, was not sufficient (exclusively because of a lack of transportation). The shipment of celophony and turpentine (28,000 tons and 9,000 tons per year respectively) to the Reich became increasingly difficult. A stored balance of about 6,000 tons of celophony of the 1943-1944 contract still has to be shipped from the Bordeaux region.

Less than 100 tons per month of charcoal were shipped, instead of the contracted 1,300 tons per month. The only butanol plant discontinued operations because of a lack of coal and power.

The production of pharmaceutical specialties was adequate. The procurement of pancreas, blood of slaughtered animals, glands, etc., is becoming increasingly more difficult. As a result, a significant shortage of insulin is expected shortly in France. The total fat yield from this source fell from 300 tons in April to 247 tons in May, and 200 tons in June.

The chemical-technical consumer's sector could be supplied with an adequate amount of fatty raw materials. The defense requirement for the third quarter of 1944 can be filled.

Soap production in June increased and was 50 per cent of the quota, as compared with 30 per cent of the quota in May. In the northern and western parts of France, soap production stopped completely, whereas in southern France (Marseille), the available facilities were used to full capacity. The civilian population has a soap supply for about two months. The wash powder reserve is sufficient for only four to six weeks, because of a lack of soda. The troops are supplied for an



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average of four to five months, exclusive of laundry soap. The present soap powder production reserve for internal French consumption is about 6,000 tons.

Automobile tire production was decreased because of enemy action, and attained only 40-50% of the quota. Tire stripping from inoperative vehicles netted around 300,000 tires and more than 200,000 inner tubes.

The stock of raw asbestos in the amount of 106 tons, or about 25-30% of the total French reserves, could not be shipped to date.

Industrial building material production decreased by about 80%. The shipment of building materials, especially roof shingles, to the Reich continued very slowly.

Rayon production amounted to about 3,000 tons of the planned 5,000-ton quota. About 700 tons of rags could be shipped to the Reich. Paper production for June amounted to about one-third of the average monthly production of the first half year of 1943 (estimated at about 10,000 tons). The cellulose sulfite works at Rouen had to stop operations because of a lack of coal and transportation facilities. The paper industry is exclusively dependent upon imports from Germany, Finland, and Sweden. Germany was to supply about 1,500 tons monthly, which, since April, however, have not arrived. About 1,000 tons from the Scandinavian countries are still outstanding. Approximately 4,000 tons in all are en route to France. The German deliveries of rayon have been set at 5,000 tons monthly, of which in June only a fractional part was supplied. The four large sodium cellulose factories were also in operation in June.

The German-French rabbit delivery agreement provides for the processing of 50,000 kilograms of rabbit hair monthly which could be effected up to about 70%. The rabbit hair will be used for the finishing of felt pads used in hats.

Bottle production no longer took place in old occupied France. Two bottle factories are still in operation in the southern area. The

supply of toothbrushes is

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supply of toothbrushes (500,000 per month) was almost entirely discontinued.

The supply of 70 million cigarettes per month to Paris continued regularly.

Approximately 100,000 tons of scrap iron in the stocks of dealers could not be shipped because of a lack of rail transport.

The operation of laundries and dry cleaning plants was able to continue. Nevertheless, this will not continue in the future because of the lack of soda and trichloroethylene.

## Food Supply and Agriculture

Crop prospects are worse than in the previous year because of the less favorable weather conditions and the decreased fertilizer supply. The wheat crop was at least 600,000 tons less than in 1943. Barley, oats, and rye also fell below last year's harvest. Oil seed cultivation will suffer because of the persistent drought. The potato crop at the end of the period under discussion was far behind schedule. The beets situation was fair.

In southern France, the bread ration had to be reduced by more than 10% as of 15 June. This measure will not be sufficient to prevent further strict rationing measures from being put into effect in July. In many communities of Brittany, the supply of bread was entirely exhausted and none could be distributed, since it was impossible to send any bread to this region. In the large consumer areas, meat was rationed at 90 grams per week for the normal consumer. In order to guarantee this ration, the supplements previously given to workers engaged in hard labor could not be guaranteed. The normal consumer was officially entitled to receive a fat ration of 5 grams per day; nevertheless, the supply could not meet this requirement. The supply of fresh fruit, vegetables, and potatoes in the large consumer centers was entirely insufficient. The early potatoes of Brittany could not be transported. Adequate threshing could not be carried out in northern France.

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Paris was insufficiently supplied, shipments being made exclusively by truck. Troop supplies were ensured, from the civil supply when necessary.

The available bread supplies in Paris are sufficient for about 20 days. The meat supply for troops was generally satisfactory, although the supply of pigs was inadequate. So far as possible, the shortages were made up by the rail transport of cattle from southwest France. The heavy use of frozen meat reserves could not be avoided. In June, a total of 30 of the 55 scheduled cattle trains were underway, 7 of which went to the Reich. The Parisian market was supplied with live cattle from the surrounding departements (on foot). Meat is transported to Paris from far-off departements by truck. Meat shipment by railroad is at present impossible.

Forestry and Lumber Industry

The forestry and lumber industry was very adversely affected in the fighting area.

Foreign Commerce

According to the announcement of 30 May, the export of goods from France to the Reich reached the value of 7.7 billion Reichsmarks and at the end of June will have exceeded 8 billion Reichsmarks.

In the second quarter of 1944, commercial relations with neutral and occupied countries encountered great difficulties which reached their climax after the beginning of the invasion. Although the transportation situation was unfavorable, some important shipments could be made after the elimination of some unimportant shipments. The scope of commercial transactions with individual countries, especially Sweden, had become so small that they may be discontinued.

A French-Hungarian commercial treaty made in Geneva provides for the import of 5,000 tons of peas from Hungary, the total value of which is 65 million French francs. Of the purchase price, 20% was to be paid in Swiss francs, or 1,112,000 Swiss francs.

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### Labor and Social Affairs

In May, about 50,000 of the requested 51,000 workers for the Armed Forces were filled; 21,000 workers of the requested 22,000 were employed in transportation; 28,000 out of the 31,000 new requests were employed in construction in May.

According to regulations issued in the Reich, the French Labor Ministry limited leave in France to a maximum of 15 or 20 work days for 1944.

### Finance

Effective 1 June 1944, the French monopoly price for tobacco products increased (from 25 to 35%). This increase was proposed by the Chief of Military Government and is effective as a means of exhausting the purchasing power and improving the situation of the French economy. Before this increase, the official price for tobacco products in France was considerably lower than in the Reich. Whereas in Germany, a laborer had to spend one Reichsmark, the average pay for one hour, for 20 cigarettes, in France the price of 20 cigarettes usually cost 9 francs, although the average hourly pay of a laborer amounted to 15 - 18 francs. Because of this increase in the price, a supplementary tobacco ration was possible in May. The invasion and increased expenditures tied up with it provoked an unfavorable occupation cost balance. Whereas the average monthly expense for the first quarter year of 1944 exceeded the income by about 30 million francs, this difference became even more pronounced as the result of the latest developments. Military events increased the need of cash so much that the occupation cost balance was strained.

WEEKLY REPORT (2 JULY - 8 JULY 1944)

### Transportation

During this period, the important Dijon railroad center was effectively demolished, and traffic in this vicinity stopped completely. The bombing of Vaires disrupted traffic eastward toward the Reich, the

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only route open being a detour in the direction of Nancy.

In June, about 1,500 repaired locomotives were again placed in operation. On 1 June 1944, 4,279 locomotives were capable of operation, as against 7,507 on 1 March 1944. 100 locomotives are expected to arrive from Germany shortly.

Within the scope of Operation Westwind, 450 carloads of goods damaged in air raids were dispatched destination not given from the Paris area during this period.

On 5 July, the SS Scharlachberger arrived in Bordeaux from Bilbao with 4,300 tons of Spanish ore.

Preparations are being made to ship 800 tons of cacao beans from Southern France to the Reich.

## Industrial Economy

During the period under discussion, the anthracite coal output totalled about 6,000 tons per work-day in the old occupied territory, as compared with a normal of 7,800 tons. Hostens lignite production, which amounted to about 1,500 tons daily, is presently at a standstill because of equipment repairs. The daily output should have been between 18,000 and 20,000 tons.

The coal supply from all areas was impaired by railroad track damage and the lack of cars and locomotives. Coal transportation from Lorraine was especially poor. From 1 to 6 July 1944, Lorraine supplied only 188 tons of coal per day on the average to the power plants.

The Paris gasworks received a daily average of 1,211 tons, the Paris power plant, a daily average of 2,579 tons. Coal consumption of the power plant from 1 - 6 July 1944 was 13,651 tons; that of the gasworks, 11,994 tons, a total of 25,645 tons, or an average daily consumption of 4,270 tons, as compared with a daily supply of 3,790 tons. On 7 July 1944, reserve stocks on hand amounted to 20,369 tons for the gasworks and 19,100 tons for the power plants (a deficit of about 500 tons daily.) The bombing of the Vaires railroad station in the night

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of 7 to 8 July 1944 disrupted traffic with Lormans. The transport of supplies by other lines is not yet possible, according to information by the French National Railroad Service. No coal in any quantity arrived in Paris, either by rail or waterway during the week.

The critical status of the power supply of Paris remained and became even worse toward the latter part of the week. By rearranging the ventilator on the second transformer in Kembs, from 3 July 1944 on, a total of 40,000 kilowatts could be drawn from the Reich over the Kembs-Crenoy power line. An air attack on the night of 5 July 1944 disrupted the 220 kilovolt Villovaude-Chevilly power line. The French Railroad Service power lines from Paris to Orleans were disrupted by bombings, which deprived Orleans and Chartres of power. At the weekend, Northern France was able to furnish about 5,000 kilowatts; the power plants at Le Havre, Dieppe, and Quevilly were also in operation. On 6 July, the 220 kilovolt Eguzon-Distre power line, was again put into operation. However, this supply could not be utilized for the west because the transmission of power over the disrupted lines from the Alps and the north-east region, as well as the supply of power from the Cevennes, was impossible. In the Pyrenees area, practically all of the feeder lines were disrupted. The feeder lines in Savoie were sabotaged in two places. After the Alps-Marseilles line had been repaired, power from the Alps could be furnished to the vicinity of Lyon via a southern detour.

The transport of manufactured chemical products stored in the factories of the Alps region posed a serious problem. The products concerned are calcium silicate, chlorine, chlorate, trichloroethylene and other chlorine derivatives, acetone, acetic acid, etc. The Tavaux Soda Works had to stop production of sodium bicarbonate and caustic soda completely on 1 July because of lack of coal. On the other hand, the Bayonne Soda Works and the Salins de Giraud, after receiving a three-weeks supply of coal and coke, were again able to resume operations.

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However, both of these plants could make up only 20-25 per cent of the deficit caused by the discontinuance of <sup>the</sup> Tavaux Works production.

The production volume of soap and washing materials increased about 50 per cent at the end of last month, but a slight decrease is now indicated as a result of the continued poor coal supply, and increasing limitation of electric power.

The building industry did not change during the week. With regard to cement production, an attempt is being made to process available klinker in a factory with its own power generating plant. It is anticipated that about 15,000 tons could be obtained once in this way.

Warehouses for the shortage of woolen yarn have been established in practically every section of the country.

At present the chief bottleneck with regard to rayon manufacturing is a lack of carbon disulphide and caustic soda. Requisitions have been made from Berlin to alleviate this situation.

In the meantime, the 40 tons of cotton yarn and waste in storage in Normandy, awaiting shipment to Germany, were dispatched by ROGES. Measures have also been taken to get 35 tons from Fiers. ROGES also obtained 70 tons of cotton waste from Normandy by small boat. The German Textile Economy Division plans to have 20 tons of glass yarn manufactured each month in the two special spinning mills of France. Since the transport of yarn from the Lille area to the Vosges and the Troyes area can no longer be effected, plans have been made to manufacture about 200 - 300 tons of yarn in northern France or in the Reich.

Several small boats were expected to transport 2,000 tons of the sulfite cellulose stored in Strasbourg in the direction of Lyon during the past week. This shipment, which has not yet been confirmed, is very important, since the newsprint factories in Southern France cannot operate due to lack of raw materials.

The Military Governor of Greater Paris authorized a 1,000 kilowatt daily power allocation to a cardboard factory in Paris, so the most urgent paper requirements could be met.

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### Food Supplies

During the period under discussion, the railroad transportation facilities for live cattle and fresh meat were entirely inadequate. The destruction of the bridges at Loire disrupted the transport of cattle for Southern France to the northern consumers' markets. The meat ration in the large cities of 90 grams per week was met; however, supplementary rations could not be given to heavy workers.

WEEKLY REPORT (9 - 15 July 1944)

### Transportation

Transportation was inadequate as before. Enemy damage to railroad stations (St. Pierre du Corps), tracks, trains was considerable. The direct line Paris - Metz was disrupted. There was no traffic from Paris to Marseille, Toulouse, and Bordeaux; furthermore, traffic was completely disrupted with the west and northwest. The territory east of the Rhone must be regarded as unsafe, so that the frontier crossing to Switzerland Verrieres near Pontarlier cannot be undertaken. Freight trains transporting all kinds of merchandise within the scope of Operation Westwind were as follows:

From Bercy-Conflans	4 trains	with 140 cars
From La Villette	1 train	with 30 cars
From Batignolles	<u>1 train</u>	<u>with 45 cars</u>
	6 trains	with 215 cars

About 15,000 tons of carbide in stock could not be shipped as planned because of terrorist activities.

During the week, food supplies for the Paris area were mostly transported via highway. This amounted to about 80 to 100 carloads daily, consisting mostly of vegetables from Southeast France. About 1 to 2 carloads of butter and cooking fat arrived during the week in Paris. Southern France reported an insufficient supply of wheat for Marseilles and Montpellier. No wine arrivals were reported.

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Two ships arrived in Bordeaux with ore from Spain. Inland waterway transportation was increasingly sabotaged. For practical purposes, the Paris area was cut off entirely on all sides; only the lower Seine remained open.

### Industrial Economy

Anthracite coal production, as in the past week, amounted to about 6,000 tons as compared with about 7,800 tons' normal output. Output of the Blanzy Mines, the largest coal mining company, was as follows: on 6 July - 4,940 tons; on 7 July - 4,989 tons; on 8 July - 4,676 tons; on 10 July - 7,772 tons; on 11 July - 4,682 tons; and on 12 July - 4,700 tons. The daily output in the southern region amounted to about 50 per cent of the normal output (35,000 to 36,000 tons), of which about half, 9,000 tons or 50 per cent came from the Loire basin (St. Etienne.)

The gasworks reserve on 7 July in the morning was 21,238 tons; on 11 July in the morning, 17,753 tons. Consumption amounted to 2,000 tons daily, while additions ran between 763 and 2,300 tons daily. About 11 million cubic meters of gas were furnished weekly. The power plant reserve was 18,915 tons on 7 July; 16,185 tons on 11 July. The power plant has been consuming an average 2,100 tons of coal daily since 1 July 1944. Supplementary coal supplies for the power plant during the week under discussion fluctuated between 104 and 2,640 tons daily. No coal was supplied to industry in the Paris area. This creates the danger of a standstill in the operations of tire plants, repair shops, automobile workshops, glass factories, and food producing institutions. Reserves of plants which had been inactive for a rather long time are exhausted.

In southern France sabotage and attacks on railroad installations did not let up. The French railroad lines near the mines are well supplied with coal (Lille and Nancy have reserves for 16 days). The average coal reserve for the entire of France is 7 days. The coal reserves

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in the north and west are far below the average. Since the evening of 13 July 1944, the 220 kilovolt Kembs-Crenay power line was out of order. A corner pole between Kembs and Moffans was blown up.

On 14 July 1944 at 2000 hours, the total outside power distribution of Paris was disrupted by sabotage. The 150 kilovolt Kembs-Crenay power line was put out of commission and the 220 kilovolt Crenay-Paris line was bombarded during the night of 15 July at Villeneuve, North: 2,000 kilowatts were supplied to Paris on 9 July 1944 and 5,000 kilowatts to the northwest territory on 10 and 11 of July. Power was not supplied on the other days.

Covenans: During the period under discussion, the 220 kilovolt lines Eguzon-La Mole I, II, and III were disrupted. The sabotaged 150 kilovolt Eguzon-Bourges line, as well as the Eguzon-Distre power line disrupted on 11 July, will resume operations by 20 July 1944, so that the desired east-west connection will be effected. The 220 kilovolt Rueyres-La Mole power line was sabotaged on 10 July 1944, so that the power accumulated in Mareges cannot be transmitted.

Pyrenees and West: The northwest had to ration the consumption of power from its own thermoelectric plants because the urgently needed coal trains did not arrive. The 150 kilovolt power lines, Le Hourat-Jurancon-Dax and Lannemezan-Jurancon, are to be mined after the arrival of the technical troops.

Alps Region and East: Power transmitting lines between the Alps and the northeast have temporarily been disrupted by the sabotage of the Boulaye-Garchiz line. On 13 and 14 July, the 150 kilovolt Bissorte-Lautaret power line was sabotaged to the extent that the Bissorte power station was separated from the power network. Simultaneously, in the east, the 150 kilowatt Damery-Ormes power line was disrupted.

The water supply of the cities in France was satisfactorily maintained during this period. The Dreux-Paris section of the demolished Avre-water pipe line was repaired and in operation on 14 July. Water-

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saving precautions in Paris (such as lower water pressure in the pipe system) were put into effect without any difficulty.

The Chateau-Lambert Molybdenum Ore Mine, was patrolled by French police. Up to the 28th of June, 200 tons of molybdenum were shipped from Chateau-Lambert.

An additional 300 tons is expected to be shipped shortly. The kaolin output of the Kaolin du Morbihan Company amounted to 450 tons in June (May 450 tons). A 2,330 ton supply of kaolin was built up in June by transportation backlogs. 4,000 tons prepared for Italy could not be moved at all.

The Baburet Iron Ore Mine was inoperative due to terrorist occupation.

The potash shipments from Alsace were continued on inland waterways, although the closing of several new locks paralyzed large sections of the canal system.

Blocked boats had to detour or unload their cargo.

The chemical wholesale industry (chlorine manufacturing) continued to operate with supplies from Mediterranean salt pits. Terrorist activities created a storage problem (transport was rendered impossible). Phosphate shipments were disrupted by the prohibition of truck traffic. Phosphate mine production was hampered by the lack of railroad cars and transportation facilities.

Chemical production became worse; in regions where coal and electric power were still available, the transport of raw material became constantly more difficult, for example, in the electric chemical works in the Alps region. Production suffered from air attacks and sabotage. The railroad section, Narbonne-Montpellier, which connects with the electro-chemical works in the Pyrenees (calcium, carbide, chlorine, nitrogen, and phosphate) has been disrupted by air attack; therefore, at present transportation of the products of this plant via Lyon to Germany or North France is not possible.

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In view of transportation difficulties, the Roche-la-Moliere plant has temporarily halted production of highly concentrated nitric acid after the available storage space was filled. The primary nitrogen produced is either processed in the plant itself for other products or sent for processing to other nitrogen plants, preferably Toulouse.

The Souleom plant (Upper Pyrenees) has started to produce about 1,000 tons of di-ammonium phosphate for shipment to the Reich. The first train with about 400 tons will be prepared for shipment by the beginning of August. The coal supply for the plants of the Meurthe-et-Moselle region improved slightly. Three blast furnaces were able to operate. If this improvement in the fuel supply continues, an increase in production for July of 20,000 tons of crude steel is anticipated. In the Centre-Midi and the Centre-Ouest regions, the fuel supply remained poor. About 800 tons of sheet metal were shipped to the Reich from the supplies at Citroen, in the Centre-Ouest region.

The large number of air raid alarms caused the loss of about 4 to 5 hours work daily to building enterprises. The number of alarms in the Paris vicinity (center of the cement industry) for June totalled 180.

The French were asked to store wool in warehouses until the danger to transportation (such as attacks on trains, etc.) had somewhat allayed. The annual production of wool is estimated at about half of the previous year (2,000 tons as against 4,000 tons).

The dispatch from Paris to the Reich of 90 tons of rags per boat and 45 tons per car was effected. A special train carrying cellulose fiber from Roanne to Lille has been missing for 14 days.

Five to six hundred tons out of a total of the 9,000 tons of harvest binding cord expected from Germany via Muhlhausen-Alsace have been announced.

There were no great changes in the production of paper. The Krantz Cardboard Factory resumed operations at the beginning of the week, exclusively for military requirements (electric batteries).

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Raw hides and skins were about 30 per cent less, as compared with the same month of the previous year. The anticipated amount of about 2,000 tons for shipment to Germany could not be prepared. The production of leather, as in the previous week, amounted to about 60 per cent of the production quota because of the lack of power. It is estimated that shoe production amounted to about 50 per cent of the production quota.

Because of the difficulty of lumber transport, the production of dwelling units, barracks, temporary abodes, and furniture suffered.

The position of the glass industry became critical as a result of the coal shortage. The manufacture of laboratory glass in Bagnaux has been halted temporarily.

The new production program provides for the manufacture of 17,900 generators for the second half year, which begins in July 1944: 8,520 wood generators and 9,380 coal generators. For this purpose, contingent output of 5,460 tons iron and 80 tons non-ferrous metal has been provided.

There were only 600 tons of coal available monthly for the anthracite generators. The requirement could not be covered completely because of transport difficulties.

## Food Supply and Agriculture

The supply of fat was considerably more difficult in consequence of the invasion. In 1943, the Departements Manche and Calvados from June to August alone produced 18 per cent of the butter in the old occupied territory. In the battle areas (Calvados, Manche, Orne), dairy activities were almost completely paralyzed by the war destruction, the lack of coal and straw, the confiscation of trucks, and the uncertainty of the highways.

Paris will be supplied from near and far with butter by trucks, as the railroad transportation is completely demolished. The butter ration per capita for the month in Paris is 180 grams. In Paris, the daily supply of milk transported by rail went down from 480,000 - 500,000 liters to about 80,000 liters. In addition, 120,000 to 150,000 liters

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of fresh, sweet milk is being brought into Paris by truck. This is sufficient to satisfy the milk requirement of children up to 6 years, pregnant and nursing women, and hospitals.

## Production and Personnel Data for the Metal Ore Mining Industry

	<u>May (Current data)</u>		<u>April</u>	
	<u>Production tons</u>	<u>Personnel No. of men</u>	<u>Production tons</u>	<u>Personnel No. of men</u>
Fluorite	2,035	370	1,873	344
Barytes	680	131	1,356	135
Feldspar	1,404	87	1,664	86
Talcum	483	109	202	29
Kaolin	1,252	492	2,487	531
Quartz	1,203	28	1,282	41
Asbestos	56	78	--	26
Kieselguhr	1,491	44	1,564	61
Clays and stones	22,195	1,122	25,680	1,152
Quartzite	761	30	2,140	30

## Review of the Iron and Steel Mills in Operation on 15 June, as Compared with the Existing Installations (at Meurthe-et-Moselle)

	<u>Blast Furnaces</u>		<u>Siemens-Martin Furnaces</u>		<u>Electric Furnaces</u>	
	<u>Existent</u>	<u>in opera- tion</u>	<u>Existent</u>	<u>in opera- tion</u>	<u>Existent</u>	<u>in opera- tion</u>
East metallurgical area Nancy	19	6	6	2	1	1
East metallurgical area Longwy	21	3	10	1	6	0
Centre Ouest	10	1	42	3	21	12
Centre Midi	19	7	21	0	60	15
	<u>69</u>	<u>17</u>	<u>79</u>	<u>6</u>	<u>88</u>	<u>28</u>
	25%		8%		32%	

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Estimated Iron and Steel Production in June 1944

	<u>Crude Iron</u>			<u>Crude Steel</u>			<u>Rolling Mill Production</u>		
	1943 tons per month	June 1944	%	1943 tons per month	June 1944	%	1943 tons per month	June 1944	%
East metallurgical area Nancy	115,100	20,000)	35	93,760	12,000)	35	51,050	--	35
East metallurgical area Longwy		20,000)			21,400)			18,000)	
Centre-Ouest	1,800	1,800	100	18,290	9,000	50	23,600	6,500	28
Centre-Midi	13,500	9,000	66	21,390	10,000	47	17,850	10,000	56
	140,450	50,800	39	133,440	52,400	39	92,500	34,500	57

Comparative Table of Coke and Coal Region  
Production Program and Actual Output

East Metallurgical Area May 1944

<u>Production Region</u>	<u>Program</u>		<u>Actual Output</u>		<u>Percentage of total actual output</u>
	tons	%	tons	%	
North metallurgical area	94,000	35	711	0.75	0.75
Belgium	30,000	11	7,450	25	8
Ruhr	78,100	30	37,435	48	40
Lorraine	46,000	17	37,034	80	39.25
Saar	18,900	7	11,353	60	12
Meurthe-et-Moselle	120	--	--	--	--
	267,120	100	93,986	35	100

	<u>Internal France</u>		<u>C. Ouest</u>		<u>April 1944 Percentage of total actual output</u>
	Program tons	%	Actual tons	Output %	
North metallurgical area	7,000	23	3,351	33.6	10
Blancy	8,000	27	5,985	75	27
Decize	6,000	20	5,996	100	27
Lorraine	5,000	17	3,928	80	18
South	4,000	13	4,000	100	18
	30,000	100	22,260	74	100

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Essential Production Data of the Metal and  
Semi-Finished Products Industry

	<u>April</u> <u>tons</u>	<u>May</u> <u>tons</u>	<u>June</u> <u>tons</u>
Kaolin	9,914	9,500	about 7,000
Aluminum	2,814	about 4,000	about 4,000
Magnesium	58	130	about 130
Recast aluminum	811	270	368
Light metal alloys/semi-finished products	950	925	about 490
Sheet metal	550	521	about 250
Condenser tubes	26.6	22.1	16.8

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